

**PROVIDE CLARIFICATION TO INDUSTRY QUESTIONS RELATING TO SOLICITATION  
N00189-16-R-0022 – NAVSUP FLC NORFOLK ECONUS HUSBANDING REQUIREMENT**

**Batch VI of Questions and Answers**

*Note: Government responses are provided in **green** font below.*

\*A correction to typographical error in Answer 66 to Question 66 under Batch V of Questions and Answers is provided below:

Question 66:

Third tug for LPD at Morehead City. Has a quantity of 15 hours annually. Please advise how many hours Navy anticipates paying for third tug? How many hours/days wait time for third tug should be considered when pricing?

**Original Answer 66 found under Batch V:**

The reference to “3<sup>rd</sup> Tug” is a typographical error. This ELIN (ELIN AL3N) has been amended in the Exhibit for Morehead City, NC (Exhibit AL) to read Tugs – Commercial to include Commercial Tug services. The estimated number of hours has also been amended to 52. Additionally, ELIN AL3M has been amended from being a “Reserved Item” to an active ELIN. The number of hours included under this ELIN is 936. This estimated quantity is based on the number of projected port visits to Morehead City, NC as provided in the Attachment J-4 titled, “Port Visits – Projected Data” under Solicitation Amendment N00189-16-R-0022-0009. The exhibit will be amended to reflect these changes in Solicitation Amendment N00189-16-R-0022-0010.

**Correction to Answer 66:**

The reference to “3<sup>rd</sup> Tug” is a typographical error. This ELIN (**ELIN AL3L**) has been amended in the Exhibit for Morehead City, NC (Exhibit AL) to read Tugs – Commercial to include Commercial Tug services. The estimated number of hours has also been amended to 52. Additionally, ELIN AL3M – Tugs - Commercial, Standby has been amended from being a “Reserved Item” to an active ELIN. The number of hours included under this ELIN is 936. This estimated quantity is based on the number of projected port visits to Morehead City, NC as provided in the Attachment J-4 titled, “Port Visits – Projected Data” under Solicitation Amendment N00189-16-R-0022-0009. The exhibit will be amended to reflect these changes in Solicitation Amendment N00189-16-R-0022-0010.

Question 71:

Please refer Exhibit AA – Region 1. It shows the following:

ELIN	ELIN Description
AA5M	Landing Barges Class II
AA5N	Landing Barges Class II
AA5P	Landing Barges Class III
AA5Q	Landing Barges Class III

Class II and III repeat themselves in the Exhibit. If this is correct, please clarify what the difference is between the two items for Class II and two items for Class III or advise if this is in error.

Answer 71:

The referenced errors in ELIN descriptions are typographical errors. The correct ELIN numbering is as follows:

ELIN	ELIN Description
XX5M	Landing Barges (Class I)
XX5N	Landing Barges (Class II)
XX5P	Landing Barges (Class III)
XX5Q	Landing Barges (Class IV)

All the exhibits (Exhibits AA through BB) have been revisited and the above ELIN descriptions have been amended to reflect the correct ELIN description. Additionally, ELIN descriptions for Breasting Barge have been amended to reflect the correct ELIN description:

ELIN	ELIN Description
XX57	Breasting Barge (Class I)
XX58	Breasting Barge (Class II)
XX59	Breasting Barge (Class III)
XX5A	Breasting Barge (Class IV)

Question 72:

With regards to Armed Security Guards, please provide examples of commercially hired armed security guards by the Navy. We can think of no instance where a commercially provided armed security guard has been hired. We believe in virtually all instances armed security is provided by local police forces and should be listed as PT instead of commercially provided since HSP contractors have no room to negotiate prices with Governmental organizations.

Answer 72:

The below table provides examples of locations where the need for commercial armed security guards are needed. These exhibits have active ELINs for Armed Security Guards (ELIN XX97). These services are considered commercially available vice available only as port tariff services, i.e. it is not mandated by the port as to which security guards/type of security must be used during the port visit.

Exhibit	Exhibit Name
Exhibit AA	ECONUS Region I (Northeast Region)
Exhibit AF	Philadelphia, PA
Exhibit AM	Charleston, SC
Exhibit AQ	Port Everglades, FL
Exhibit AR	ECONUS Region III (Gulf Coast Region)
Exhibit AY	Ogdensburg, NY
Exhibit AZ	Detroit, MI

Additionally, the following eight exhibits include active ELINs for Armed Security Guards – Port Provided (ELIN XX98):

Exhibit	Exhibit Name
Exhibit AB	Boston, MA
Exhibit AE	New York, NY
Exhibit AG	ECONUS Region II (Southeast Region)
Exhibit AL	Morehead City, NC
Exhibit AM	Charleston, SC
Exhibit AQ	Port Everglades, FL
Exhibit AR	ECONUS Region III (Gulf Coast Region)
Exhibit AV	Mobile, AL

Question 73:

Please clarify the difference between XXA2 Portable Fluorescent Lighting and XXAD Lighting Cart. Please provide real world examples of when one service versus the other would be utilized.

Answer 73:

The requirement for Portable Fluorescent Lighting (ELIN XXA2) has been removed from the Solicitation. ELIN XXA2 is considered to be a “Reserved ELIN”. This amendment is reflected in Section C of the PWS and in Exhibits AA through AB under Solicitation Amendment N00189-16-R-0022-0010. The requirement for Lighting Cart (ELIN XXAD) remains in the Solicitation.

Question 74:

Item XX9B and XX9D Trained Metal Detector Operators and Explosive detector operators. The PWS states that the metal detector and explosive detector operators shall search vehicles. Does this mean that these operators may be used for other duties than operating a metal detector? This does not seem to be a normal duty for these personnel.

Answer 74:

The trained metal detector operators (ELIN XX9B) and explosive detector operators (ELIN XX9D) shall search vehicles using handheld metal detectors (ELIN XXA4) and handheld explosive detectors (ELIN XXA5) should those items being ordered during a port visit. Should only walk-thru metal detectors (XX9C) and walk-thru explosive detectors (XX9E) be ordered during a port visit then the trained operators will operate the standing walk-thru detection machines.

**Question 75:**

XXAV Cellular Phone Usage – Please define what is meant by long distance accounts should be included under XXAV Cellular Phone – Usage? How does the HSP determine the usage for a telephone? The Unit of Issue simply says “Each” and there is no description of usage in the PWS.

**Answer 75:**

Per Section C of the Solicitation, “Activation, auto roaming, and long distance accounts shall be included under ELIN XXAV (Cellular Phone – Usage)”. “Long distance accounts” means that the husbanding service provider is to provide a cell phone that has the capability and is activated to make long distance calls upon delivery of the cell phone to the ship personnel. The end user should be able to make long distance calls without any further activation by the user. Cellular Phone – Usage is the charge for renting a cell phone that is activated, includes auto roaming, and is capable of making long distance calls.

Additionally, the below exhibits have been amended to change ELIN XXAV (Cellular Phone – Usage) from a “Reserved Item” to an active item and estimated quantities have been provided in the Est Qty column of the excel spreadsheets:

Exhibit	Exhibit Name
Exhibit AW	New Orleans, LA
Exhibit AY	Ogdensburg, NY
Exhibit AZ	Detroit, MI
Exhibit BA	San Juan, Puerto Rico
Exhibit BB	U.S. Virgin Islands

The exhibits are amended under Solicitation Amendment N00189-16-R-0022-0010.

**Question 76:**

XXAV Cellular Phone Usage states that the HSP shall have readily available a minimum of 10 cellular telephones at any given time. Please clarify, does this mean:

- The minimum number of phones the Navy will order is 10 per day?
- The Navy expects the HSP to have 10 phones on hand in case they are needed? If so, does the 48/72 hour order rule apply? Meaning the contractor must produce the additional phone in accordance with the ordering time frames set forth in the contract?
- The HSP is to have extra phones available for immediate issuance. In this case, how is the HSP reimbursed for these phones that may or may not be needed?

**Answer 76:**

The PWS has been amended to remove the requirement for the HSP to have readily available a minimum of ten (10) cellular telephones at any given time. There will be no minimum number of cellular telephones at any given time required. This amended language is included under Solicitation Amendment N00189-16-R-0022-0010.

**Question 77:**

Vehicle damage. The PWS clearly states that the HSP is responsible for damage to vehicles driven by US Navy personnel. In the case of an accident, the PWS is silent as to damages to vehicles of other parties. In a case where the Government driver is the party at fault in causing an accident, how does the HSP obtain funds for reimbursement for funds claimed through rental car agencies when a claim is made through the HSP for reimbursement for damages to another party’s car? The collision damage waiver only covers costs of damages to the car under contract to the Government, not another party’s car that was involved in the accident.

**Answer 77:**

Per the PWS, the U.S. Government shall not be liable for loss or damage to rented vehicles in any amount regardless of the cause, except where the loss or damage is caused by the willful and wanton misconduct of the U.S. Government employee. In instances where the Government driver is the party at fault in causing an accident the HSP will, in accordance with the proper claim procedures of the rental agency, submit a claim to the Government.

**Question 78:**

Camels. Camels are not available in all ports. These pier fixtures typically are owned by a port and are hot for hire, meaning they are either available or they are not and cannot be moved from one port to another. Please advise the procedure during RTOP to be used in a case where camels have been ordered, but are not available in a port. How does the HSP convey this without risk of being terminated for default?

**Answer 78:**

Per the new pricing spreadsheets, there will be no requirements for camels (ELINs XX50 – XX56). Per the new pricing spreadsheets it is clearly defined as to which specific ports and which geographic regions will require fenders, camels, breasting barges, and landing barges as these ELINs will be “active”, (i.e., not grayed-out) and will include a precise estimated quantity in the exhibit based on the projected port visits.

**Question 79:**

Please clarify how the Government will determine a price for port tariff tug services to be fair and reasonable when the HSP must fix price this service. The terms of the HSP contract require the HSP to indemnify the Government. Most tug operator’s terms require the ship owner (US Government) to indemnify the tug operator. The work around is for the HSP to potentially buy insurance coverage, probably with quite high deductibles that would have to be paid prior to the insurance kicking in. In these instances, how would the Government determine the price for tug service to be fair and reasonable in relationship to the published rates of a tug company that the Navy may be familiar with. We are concerned that the Navy may “force” an order on us, then refuse to pay the rates offered for tug service because the Government feels they are unreasonably high, not taking into consideration the cost of purchasing adequate insurance coverage and assuming risk of a very high insurance deductible that would need to be paid before insurance pays anything.

**Answer 79:**

Per the Section C – PWS of the Solicitation, ELIN XX3P – TUGS - PORT PROVIDED – PT shall be used when tug services are port tariff services. The HSP shall provide a proposal for these services in response to the RTOP. As these services are port tariffs the pricing proposed at the RTOP level will be in line with or below the port tariff rate mandated by the port itself. For ELIN XX3M, per Section B – Schedule Notes, “fixed Prices shall be inclusive of all pricing variables, including, but not limited to, all necessary equipment, licensed operators, holiday and overtime costs, customs clearances, mobilization and demobilization (including all associated equipment and labor required to satisfy vessel and port requirement), removal, disposal, pre-positioning, staging, charter, vetting of operations, detention or demurrage, fuel and operating expenses, all applicable taxes and surcharges associated with performing the entire cycle to deliver the logistic services described in this contract, and profit. Prices shall also include performance at night, overtime, Saturdays, Sundays, Holidays, performance under heavy rain and, other inclement weather, and service to tankers and ships carrying explosives, as well as any cost associated with all necessary insurance as required by local laws, licenses and permits or incurred to comply with applicable laws, codes, and regulations, in connection with the performance of the work. These requirements do not include performance during hurricanes except where ships are required to depart in advance of hurricanes as part of a hurricane evasion plan.” Any insurance requirements should be included in the firm-fixed-price proposed for the service. The Government will determine prices fair and reasonable based on the methodologies outlined in the Federal Acquisition Regulation (FAR).